

### DANIEL O'DAY'S WILL FILED.

PROVISION FOR WIDOW TO BE REDUCED IF SHE REMARRIES.

She and His Twelve Children to Divide Nearly All the Large Estate—Error in Date Not Liked to Make Trouble. Some of the Property Tied Up 40 Years.

The will of Daniel O'Day, one of the Standard Oil directors, who died on September 13 at Boyan, France, divides all his estate, said to run into the millions, among his twelve children and his wife Eliza. The whole fortune is tied up for years, so that the beneficiaries will only enjoy the income from their shares. If the widow remarries she forfeits the bulk of her share. The Colonial Trust Company is named as executor and trustee.

The will was drawn on December 29, 1905, and is a lengthy affair. When the date was written the transferor, Mr. O'Day himself, wrote in the word "ninety" after the "and" in "Nineteen hundred and five," so that the date appears as "Nineteen hundred and ninety-five." And in that shape the will was witnessed and executed. The error, however, will not affect the legality of the instrument, as the witnesses will testify to the correct date.

There are a few strange bequests to relatives before the property is divided among the wife and children of the testator. Anna Richardson, his sister, gets \$5,000, and another sister, Catherine Hersee, is to be the guardian of the children of another sister, Mary McMahon, receive \$5,000, to be distributed among them, while two nieces, Mrs. John J. Murtagh and Annie Campbell, will get \$2,500 apiece and Joseph Dutton, a nephew, \$5,000.

Mrs. O'Day is to receive the income from \$25,000 as long as she remains unmarried. When her income will fall to \$5,000 a year and the trust fund will revert to the children. While she remains Mrs. O'Day she is also to have the use of the house at 128 West Seventy-second street, the stable at 242 West Sixty-ninth street and the country home at Deal Beach, called Kildyart. But her use of Kildyart is limited to as long as she and the younger children shall use it as a summer residence, and not after December 31, 1914, when her interest in it will cease and the place is to be sold and the proceeds divided among the children. A fund of \$100,000 is set apart to provide for the payment of taxes, insurance, etc., on this property.

As long as Mrs. O'Day remains single she is to be the guardian of the young children, but if she remarries, then Daniel O'Day Jr. is to be the guardian. Mrs. O'Day got \$30,000 by an ante-nuptial settlement, it appears from the will, and this is not disturbed by any of the provisions in the will. The children are Charles, Daniel, Francis and John, and eight daughters, Gertrude, Grace, Louise, Florence, Ruth, Genevieve, Geraldine and Dorothy. The shares of Charles and Gertrude are to be held in trust for them, while the others will only get their shares when they are 40 years of age. Any indebtedness incurred by any daughter to Mr. O'Day is to be deducted from her share. At the death of any child before he or she has come into absolute possession the widow or husband of that child is to receive \$10,000.

### PICTURE THIEF CAUGHT.

Man Tried to Sell Meyer von Bremen's "Girl Knitting" at the Schaus Gallery.

A man who said he was Clarence Henri, an art dealer of London, Paris and Yokohama, now living at the Hoffman House, was arraigned yesterday in the Tombs police court by Detective Sergeant Judge, charged with the larceny of the picture "Girl Knitting," painted by Meyer von Bremen in 1851, that was stolen from the Cincinnati art gallery on Wednesday last. Henri was arrested yesterday at the Hoffman House art gallery at 415 Fifth avenue, where he tried to sell the picture for \$275. Immediately after the theft of the picture in Cincinnati the police of that city sent a telegram to Inspector McLaughlin asking for the arrest of Henri. When arrested he had a large pair of scissors and checks on many Western banks.

The arrest was due to the Schaus people. Henri took the picture to the Schaus gallery, in London, three years ago and at that time it was worth \$200. He left the picture on Sunday for inspection. The Schaus had read of the theft and at once recognized the picture. They notified Police Headquarters and the picture was put on the list of stolen goods. Just as he had concluded that Henri must have become frightened he walked into the art store and was arrested. After Judge had listened to him bargain for the sale of the painting. When his room at the Hoffman House was searched an empty suitcase and a St. Louis Post-Dispatch of recent date were found there. About the time the Cincinnati picture was stolen another one, painted by Hugo Selomano and belonging to G. B. Leighton of New York, was taken from the School and Museum of Fine Arts at St. Louis. It was recovered two days later in St. Louis in the book store of W. W. Smith, who said he bought it of an intelligent stranger for \$125. The stranger said he got the picture in Paris and that it was worth several hundred dollars. The picture was sent back to the museum.

Henri was sent to the Tombs prison to await extradition. He told Inspector McLaughlin that he had bought the "Girl Knitting" picture from the Schaus gallery in Berlin. CINCINNATI, Oct. 22.—A warrant was issued this afternoon at police headquarters for the arrest of Clarence Henri, and steps were taken looking to a formal requisition of the alleged culprit from the Governor of New York. A detective leaves in the morning for New York.

### WILD RIDE OF SMITH.

Lapped Off Lampposts on Ninth Avenue and Sent School Children Scurrying.

Albert Smith took a wild ride with his truck along Ninth avenue yesterday afternoon. The street was lined with children returning from school and they had to run for their lives when Smith's flying wheels lapped off lampposts.

Smith is employed by the Warwick & Thomson Warehouse Company. He was first noticed speeding north and lashing his team into a gallop in the vicinity of Twenty-eighth street. He drove impartially on both sides of the street. A lamppost was encountered at the corner of Thirty-third street and broken off. This seemed to tickle Smith, and with a whoop of laughter he ran his truck upon the sidewalk at Thirty-first street and broke off the post on the other side. His steering was bad at the next two corners and except running upon the sidewalk nothing happened. However, in turning west, the post at Thirty-seventh street was hit and fell with a crash.

Policeman O'Neil of the West Thirty-seventh street station started after Smith at Thirty-fourth street and caught up with the outfit between Ninth and Tenth avenues on Thirty-seventh street. After making a flying leap and landing on the wagon the cop got possession of the reins and pulled up the team. Several other policemen were on duty and the driver was placed under arrest and carted to the station house on his own truck. He was charged with intoxication and reckless driving. Magistrate Wable, in the West Side police court, later fined him \$10.

## \$100,000.00 in STEINWAY Pianos

The fact that over a hundred million dollars worth of Steinway Pianos have been sold without the aid of bargain-store alliances or mechanical devices, proves conclusively that Steinway pre-eminence is founded solely on merit.

The music-loving public recognize that the creative genius exercised and the infinite pains expended in Steinway construction demand a somewhat higher price, but that in proportion to value received the Steinway is the most moderate-priced piano in existence.

For proof examine the Vertegrand at \$500, a happy combination of merit and price that has made it the shrine of worship for the legion of music lovers of refinement, culture and judgment whose limited means have heretofore prevented the gratification of their desires.

When in the market for a real piano, come to see and hear the Steinway.

Pianos of all makes taken in exchange. Time payments if desired. Also pianos for rent.

STEINWAY & SONS, Steinway Hall 107 and 109 E. 14th St., New York Subway Express Station at the Door



### "SILVER PLATE THAT WEARS"

For nearly sixty years, knives, forks, spoons, etc., stamped with this famous mark—

"1847 ROGERS BROS."

have been known as the standard "silver plate that wears."

Of equal tone and beauty as the bowls, coffee sets, etc., made by MERIDEN BRITA CO.

### AMONG THE AUTOMOBILISTS.

NATIONAL ASSOCIATION, MAY RUN GLIDDEN TOUR.

Contest Committee to Consider the Question at Meeting To-Day—Comprehensive Circular Asking for Views of Members Sent Out by Manager Miles.

It may be that the National Association of Automobile Manufacturers will undertake to run the 1907 contest for the Glidden touring trophy. The contest committee of the N. A. M. will hold a postponed meeting at the association's offices in the city to-day to consider this and other questions having to do with contests in general. The contest committee had been scheduled to meet last Thursday, but the meeting was postponed until to-day. In order to secure the opinion of each member of the N. A. M., General Manager S. A. Miles sent out a circular letter some time ago which contained a number of questions for which answers were asked to guide the contest committee in their work. The circular is as follows: "The executive committee of the association has given serious thought to the subject of a contest in 1907, and is of the opinion that if one is held the rules should be considered with great care. The committee earnestly requests an expression of your opinion on any and all phases of the subject, and especially with regard to the questions set forth below. There is to be a meeting of the contest committee to discuss the subject on October 18. In order that we may have the necessary time to properly consider and tabulate the opinions expressed we shall take it as a favor if you will reply immediately. "1. Do you consider it to be conducive to the best interests of the industry that there shall be a contest, providing satisfactory rules can be prepared? "2. Assuming that a contest is to be held, should it be conducted by this association or by some amateur organization? "3. Should it be designed to break down cars under abnormal conditions, until only one remains, for the purpose of determining the winner of a single prize, or should the purpose of the contest be to demonstrate the excellence of as large a number of cars as possible under conditions of sufficient severity to satisfy the public? "4. Should all cars compete in the same class, or should there be a number of classes; and if the latter, how many? "5. If a contest be divided into classes, what method of classification would you suggest? "6. Should the same amount of work be required of each class, or shall the higher priced cars be required to undergo a more severe test than those of the cheaper class? "7. Should a contest take place over a long route, from points widely separated, or from a central point, making runs out and back daily? "8. Should a speed test form a part of the contest? "9. Should the consumption of gasoline and lubricants be taken into consideration? "10. Should a hill climbing test form a part of the contest? "11. Should the entries be confined to manufacturers, or should the contest be open to all operators? "12. Should the contest be confined to cars as regularly catalogued? "13. Should work upon cars during the contest be permitted only by the operator and one mechanic, or would you recommend greater latitude, and if so, to what extent? "14. Should it be required that replacements and repairs be made from parts carried on the car, or, if so, to what extent shall the supply be limited? "15. What total distance would you recommend for each class of cars? What distance per day? "16. Should any limit be placed upon the number of cars that may be entered by a manufacturer?"

During the past few years the gasoline motor driven inspection car has been slowly but surely displacing the old time horse-drawn American roadster. A roadmaster or section boss seated on a handcar with four big section laborers working the handles of

### AUTOMOBILES.

### AUTOMOBILES.



### A MATTER OF MERIT

1 Ask yourself what elements must a Motor Car possess to place itself, at the beginning of its career, at the head of the procession of high-toned cars of the country. Such was the achievement of the LOZIER MOTOR CAR a year ago.

2 Many cars have taken years to arrive at all. The LOZIER CAR was recognized at once, for it embodied the experience of many years in high-grade machine construction—a reputation which the name "LOZIER" always carries with it.

3 The experimental era of the LOZIER MOTOR CAR began nine years ago, but the car was not ready for manufacture until every possible idea had been properly tested, so that with its advent

upon the market the instant recognition and approval with which it met were the just rewards of the time and care expended upon its development.

4 It arrived as a real car—not as an experiment for some purchaser to worry over. Owners of LOZIER MOTOR CARS are satisfied owners, and our sales to date include many owners of large previous experience with both American and foreign cars, and their opinions as to the merits of the LOZIER are worth while.

5 See the 1907 Chassis at our Sales-rooms and ask questions. 1 Type F, 40 H. P. Touring Car, \$5,000. November Deliveries.

THE LOZIER MOTOR COMPANY 55th St. and Broadway. We will exhibit only at the Seventh National Automobile Show at Madison Square Garden, Jan. 12-19, 1907.

the slow and cumbersome machine has long been a familiar sight on railroad right-of-way. The use of the motor car is an economy, both as regards time and labor, as they can be readily handled by men. Many of the newer cars that are fitted with gasoline engines can carry six or eight men and their tools in case they are needed for some hurried repair work. The handcar could make about fifteen miles an hour on level stretches if the men worked hard, but the motor driven car makes thirty miles an hour without trouble. Most of them are of simple construction and do not weigh more than 250 pounds, so they can be lifted off the tracks in a hurry if necessary.

The show committee of the Automobile Club of America announced yesterday that there will be 230 exhibitors in the A. C. A. show in the Grand Central Palace, December 1 to 10. The popularity of the early show was shown by the fact that the show committee received 280 applications for the available exhibition space in the hall and galleries of the building totals 45,000 square feet, but there were applications for more than 60,000 square feet. The result was that the show committee was compelled to refuse the applications of thirty-six would-be exhibitors and cut down the space applications by 11,000 square feet. The show committee received 11,000 applications for the available exhibition space in the hall and galleries of the building totals 45,000 square feet, but there were applications for more than 60,000 square feet. The result was that the show committee was compelled to refuse the applications of thirty-six would-be exhibitors and cut down the space applications by 11,000 square feet. The show committee received 11,000 applications for the available exhibition space in the hall and galleries of the building totals 45,000 square feet, but there were applications for more than 60,000 square feet. The result was that the show committee was compelled to refuse the applications of thirty-six would-be exhibitors and cut down the space applications by 11,000 square feet.

A report from abroad has it that the monks of St. Bernard intend to establish a regular automobile service next summer between the monastery and the hospice on the summit of the mountain for the benefit of tourists. This plan has been received with interest by the monks, from points widely separated, or from a central point, making runs out and back daily.

The Automobile Board of the District of Columbia has made its third annual report. The board held twenty-four meetings during the past year and examined and approved 770 applications for licenses. Of those who were recommended and received operating permits, while six applicants were refused a license, 764 were granted. Of the 764 permits issued, 448 were for gasoline machines, 232 for electric, 107 for steamers and 39 for motor cycles. During the year, 106 sets of identification numbers were assigned, 297 being for gasoline cars, 114 for electric cars and 32 for motor cycles. In this period the identification numbers for 26 cars were received from the State of Maryland, and 89 cars from different States were also registered. New York furnished the largest number of visiting machines during the year, 27 altogether. Maryland sent 21, Pennsylvania 13, New Jersey 12, Massachusetts 5, Illinois 3 and Connecticut, Indiana, Maine, Ohio, Rhode Island, Virginia and the Dominion of Canada furnished one each. At the close of the fiscal year, 1,737 motor vehicles of all kinds in the District of Columbia had been registered and since the date of the first examination, August 11, 1905, operating permits have been granted to 2,377 applicants.

English agriculturists have determined to take advantage of the quick transportation facilities of automobiles in sending their farm produce and dairy products to market. Collecting centres are to be established at many suburban and provincial towns, where the produce will be brought by both motor driven and horse drawn wagons. It will be placed in storage and refrigerated houses, which will have grading and selecting departments. From these centres the meats, vegetables and dairy goods will be taken to London daily in huge motor wagons.

### R. R. ENGINEERS TURNED DOWN.

Trunk Line Officials Reject Demands—Brotherhood Vowing Questions.

CHICAGO, Oct. 22.—Railroad engineers in Chicago and all over the West are voting on the question of accepting or rejecting the refusal of the managements of the trunk lines to grant demands that were made by the Brotherhood of Locomotive Engineers.

The filing of the bill of grievances was made following a meeting of committees from engineers from each of the roads west, north and south of Chicago which was held at the Great Northern Hotel recently.

The fact that the conference had resulted in a bill of grievances and its presentation to the railroad officials, together with its subsequent rejection, was kept a secret by Grand Master Warren S. Stone, who presided, and also by the railway officials and it was not until to-day that the fact leaked out that they had met with a flat refusal.

The bill presented by the engineers includes demands for equalization of wages on roads west of the line of Winnipeg, Chicago and New Orleans, abolition of age retirement so long as men are physically competent and a modification of tests to determine efficiency of engineers as to vision, etc.

### Wage Advance for Coke Workers.

CONNESSLVILLE, Pa., Oct. 22.—More than 1,000 day laborers at the Dunbar Furnace Company coke works were to-day notified of an advance of 10 cents a day, beginning November 1.

### Complaint Against Western Railroad.

WASHINGTON, Oct. 22.—The Merchants' Traffic Association of Denver has filed a complaint with the Interstate Commerce Commission alleging discrimination and unfair treatment on the part of the Denver and Rio Grande, the Union Pacific and other railroads whose lines traverse the South and middle West. The complaint says that the carriers in question exact higher rates on shipments of merchandise to Denver and other cities in Colorado than they do on like shipments to Salt Lake, Ogden and other places in Utah. The commission will hold a hearing in the case at a time and place to be decided upon later.

### GOLD SEAL

America's Favorite Champagne Has a sparkling beady tang equalled by no other wine. Cost but half the imported product.

Two Kinds SPECIAL DRY—BRUT Sold by all leading grocers and wine merchants. URBANA WINE CO. Urbana, N. Y. Sole Maker

AUTOMOBILES. AUTOMOBILES. AUTOMOBILES.

# DORRIS

THE GREAT CAR THAT HAS COME OUT OF THE WEST

TAKES

## Fort Lee Hill

ON HIGH SPEED

With regular stock touring gear and full equipment, good for 45 miles an hour. Test made on Friday, October 19th, 1906.

THE ONLY AMERICAN BUILT CAR ON RECORD THAT HAS ACCOMPLISHED THE FEAT.

Another splendid tribute to the ingenuity and genius of American workmanship, and unquestionably an attainment never before equaled by any car in the world selling at \$2,500.

Barnett-Jackson Company, 236 West 54th St., New York.

WRITE, CALL OR TELEPHONE FOR DEMONSTRATION. TELEPHONE 1181 COL.

Dorris Cars are famous because they stand up. DORRIS MACHINES ALSO HOLD THE HIGH SPEED RECORD, 500 MILES, NEW YORK TO BOSTON AND BACK, WITHOUT CHANGE OF GEARS.

30 H. P. 4-Cylinders, \$2,500

Guaranteed FOR ONE YEAR.

## The Automobile For Business

The Studebaker Electric Truck by its ease of operation, ready control, and exceptional carrying capacity has replaced the horse-drawn vehicle for many businesses in large cities.

The one shown here has a carrying capacity of three and a half tons. It is an excellent example of Studebaker precision—that extreme accuracy and extraordinary knowledge of details which come from the experience of more than half a century, in the building of fine vehicles of every description. The world wide

# Studebaker

reputation is back of every Automobile, whether built for business or pleasure.

Call at our showrooms and look over the full line of electric and gasoline automobiles. Bodies of any description built to meet your individual needs—for business or pleasure.

## STUDEBAKER

Broadway and 7th Ave., at 48 Street, New York

## 1907 Locomobile

20 H. P. Limousine

Our 1907, 20 H. P. Limousine is now on exhibition at our New York Sales Room. An ideal car for winter use; price, with complete equipment, \$3,800.00. Seats six persons.

The Locomobile Company of America 76th Street and Broadway Member Ass'n of Licensed Automobile Manufacturers John F. Plummer, Jr., Manager

"We shall exhibit only at the 7th National Automobile Show at Madison Square Garden, January 12-19, 1907."

### Automobile Sacrifice.

Sacrifice any and all the THERE'S A REASON!

CONSIDERED CARS ARE NEVER BARGAINS—Belong to high priced holders on—People who need cash—SELL! WE BUY.

Another reason OWNING CARS we put them in NEW CONDITION.

Pope-Toledo, 24-30-35 horse, \$550, \$550, \$575; Locomobile, 24-30, \$700, \$1,500, \$2,500; all models Cadillac—\$5, \$75, \$150, \$250, \$350, \$450, \$550, \$650, \$750, \$850, \$950, \$1,050, \$1,150, \$1,250, \$1,350, \$1,450, \$1,550, \$1,650, \$1,750, \$1,850, \$1,950, \$2,050, \$2,150, \$2,250, \$2,350, \$2,450, \$2,550, \$2,650, \$2,750, \$2,850, \$2,950, \$3,050, \$3,150, \$3,250, \$3,350, \$3,450, \$3,550, \$3,650, \$3,750, \$3,850, \$3,950, \$4,050, \$4,150, \$4,250, \$4,350, \$4,450, \$4,550, \$4,650, \$4,750, \$4,850, \$4,950, \$5,050, \$5,150, \$5,250, \$5,350, \$5,450, \$5,550, \$5,650, \$5,750, \$5,850, \$5,950, \$6,050, \$6,150, \$6,250, \$6,350, \$6,450, \$6,550, \$6,650, \$6,750, \$6,850, \$6,950, \$7,050, \$7,150, \$7,250, \$7,350, \$7,450, \$7,550, \$7,650, \$7,750, \$7,850, \$7,950, \$8,050, \$8,150, \$8,250, \$8,350, \$8,450, \$8,550, \$8,650, \$8,750, \$8,850, \$8,950, \$9,050, \$9,150, \$9,250, \$9,350, \$9,450, \$9,550, \$9,650, \$9,750, \$9,850, \$9,950, \$10,050, \$10,150, \$10,250, \$10,350, \$10,450, \$10,550, \$10,650, \$10,750, \$10,850, \$10,950, \$11,050, \$11,150, \$11,250, \$11,350, \$11,450, \$11,550, \$11,650, \$11,750, \$11,850, \$11,950, \$12,050, \$12,150, \$12,250, \$12,350, \$12,450, \$12,550, \$12,650, \$12,750, \$12,850, \$12,950, \$13,050, \$13,150, \$13,250, \$13,350, \$13,450, \$13,550, \$13,650, \$13,750, \$13,850, \$13,950, \$14,050, \$14,150, \$14,250, \$14,350, \$14,450, \$14,550, \$14,650, \$14,750, \$14,850, \$14,950, \$15,050, \$15,150, \$15,250, \$15,350, \$15,450, \$15,550, \$15,650, \$15,750, \$15,850, \$15,950, \$16,050, \$16,150, \$16,250, \$16,350, \$16,450, \$16,550, \$16,650, \$16,750, \$16,850, \$16,950, \$17,050, \$17,150, \$17,250, \$17,350, \$17,450, \$17,550, \$17,650, \$17,750, \$17,850, \$17,950, \$18,050, \$18,150, \$18,250, \$18,350, \$18,450, \$18,550, \$18,650, \$18,750, \$18,850, \$18,950, \$19,050, \$19,150, \$19,250, \$19,350, \$19,450, \$19,550, \$19,650, \$19,750, \$19,850, \$19,950, \$20,050, \$20,150, \$20,250, \$20,350, \$20,450, \$20,550, \$20,650, \$20,750, \$20,850, \$20,950, \$21,050, \$21,150, \$21,250, \$21,350, \$21,450, \$21,550, \$21,650, \$21,750, \$21,850, \$21,950, \$22,050, \$22,150, \$22,250, \$22,350, \$22,450, \$22,550, \$22,650, \$22,750, \$22,850, \$22,950, \$23,050, \$23,150, \$23,250, \$23,350, \$23,450, \$23,550, \$23,650, \$23,750, \$23,850, \$23,950, \$24,050, \$24,150, \$24,250, \$24,350, \$24,450, \$24,550, \$24,650, \$24,750, \$24,850, \$24,950, \$25,050, \$25,150, \$25,250, \$25,350, \$25,450, \$25,550, \$25,650, \$25,750, \$25,850, \$25,950, \$26,050, \$26,150, \$26,250, \$26,350, \$26,450, \$26,550, \$26,650, \$26,750, \$26,850, \$26,950, \$27,050, \$27,150, \$27,250, \$27,350, \$27,450, \$27,550, \$27,650, \$27,750, \$27,850, \$27,950, \$28,050, \$28,150, \$28,250, \$28,350, \$28,450, \$28,550, \$28,650, \$28,750, \$28,850, \$28,950, \$29,050, \$29,150, \$29,250, \$29,350, \$29,450, \$29,550, \$29,650, \$29,750, \$29,850, \$29,950, \$30,050, \$30,150, \$30,250, \$30,350, \$30,450, \$30,550, \$30,650, \$30,750, \$30,850, \$30,950, \$31,050, \$31,150, \$31,250, \$31,350, \$31,450, \$31,550, \$31,650, \$31,750, \$31,850, \$31,950, \$32,050, \$32,150, \$32,250, \$32,350, \$32,450, \$32,550, \$32,650, \$32,750, \$32,850, \$32,950, \$33,050, \$33,150, \$33,250, \$33,350, \$33,450, \$33,550, \$33,650, \$33,750, \$33,850, \$33,950, \$34,050, \$34,150, \$34,250, \$34,350, \$34,450, \$34,550, \$34,650, \$34,750, \$34,850, \$34,950, \$35,050, \$35,150, \$35,250, \$35,350, \$35,450, \$35,550, \$35,650, \$35,750, \$35,850, \$35,950, \$36,050, \$36,150, \$36,250, \$36,350, \$36,450, \$36,550, \$36,650, \$36,750, \$36,850, \$36,950, \$37,050, \$37,150, \$37,250, \$37,350, \$37,450, \$37,550, \$37,650, \$37,750, \$37,850, \$37,950, \$38,050, \$38,150, \$38,250, \$38,350, \$38,450, \$38,550, \$38,650, \$38,750, \$38,850, \$38,950, \$39,050, \$39,150, \$39,250, \$39,350, \$39,450, \$39,550, \$39,650, \$39,750, \$39,850, \$39,950, \$40,050, \$40,150, \$40,250, \$40,350, \$40,450, \$40,550, \$40,650, \$40,750, \$40,850, \$40,950, \$41,050, \$41,150, \$41,250, \$41,350, \$41,450, \$41,550, \$41,650, \$41,750, \$41,850, \$41,950, \$42,050, \$42,150, \$42,250, \$42,350, \$42,450, \$42,550, \$42,650, \$42,750, \$42,850, \$42,950, \$43,050, \$43,150, \$43,250, \$43,350, \$43,450, \$43,550, \$43,650, \$43,750, \$43,850, \$43,950, \$44,050, \$44,150, \$44,250, \$44,350, \$44,450, \$44,550, \$44,650, \$44,750, \$44,850, \$44,950, \$45,050, \$45,150, \$45,250, \$45,350, \$45,450, \$45,550, \$45,650, \$45,750, \$45,850, \$45,950, \$46,050, \$46,150, \$46,250, \$46,350, \$46,450, \$46,550, \$46,650, \$46,750, \$46,850, \$46,950, \$47,050, \$47,150, \$47,250, \$47,350, \$47,450, \$47,550, \$47,650, \$47,750, \$47,850, \$47,950, \$48,050, \$48,150, \$48,250, \$48,350, \$48,450, \$48,550, \$48,650, \$48,750, \$48,850, \$48,950, \$49,050, \$49,150, \$49,250, \$49,350, \$49,450, \$49,550, \$49,650, \$49,750, \$49,850, \$49,950, \$50,050, \$50,150, \$50,250, \$50,350, \$50,450, \$50,550, \$50,650, \$50,750, \$50,850, \$50,950, \$51,050, \$51,150, \$51,250, \$51,350, \$51,450, \$51,550, \$51,650, \$51,750, \$51,850, \$51,950, \$52,050, \$52,150, \$52,250, \$52,350, \$52,450, \$52,550, \$52,650, \$52,750, \$52,850, \$52,950, \$53,050, \$53,150, \$53,250, \$53,350, \$53,450, \$53,550, \$53,650, \$53,750, \$53,850, \$53,950, \$54,050, \$54,150, \$54,250, \$54,350, \$54,450, \$54,550, \$54,650, \$54,750, \$54,850, \$54,950, \$55,050, \$55,150, \$55,250, \$55,350, \$55,450, \$55,550, \$55,650, \$55,750, \$55,850, \$55,950, \$56,050, \$56,150, \$56,250, \$56,350, \$56,450, \$56,550, \$56,650, \$56,750, \$56,850, \$56,950, \$57,050, \$57,150, \$57,250, \$57,350, \$57,450, \$57,550, \$57,650, \$57,750, \$57,850, \$57,950, \$58,050, \$58,150, \$58,250, \$58,350, \$58,450, \$58,550, \$58,650, \$58,750, \$58,850, \$58,950, \$59,050, \$59,150, \$59,250, \$59,350, \$59,450, \$59,550, \$59,650, \$59,750, \$59,850, \$59,950, \$60,050, \$60,150, \$60,250, \$60,350, \$60,450, \$60,550, \$60,650, \$60,750, \$60,850, \$60,950, \$61,050, \$61,150, \$61,250, \$61,350, \$61,450, \$61,550, \$61,650, \$61,750, \$61,850, \$61